

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	08/22/16	Open	Action	08/16/16

Subject: Adoption of Categorical Exemption for St. Rose of Lima Station/7th & K Station Closure and Demolition

ISSUE

Whether to adopt the Categorical Exemption for St. Rose of Lima Station/7th & K Station Closure and Demolition.

RECOMMENDED ACTION

Adopt Resolution No. 16-08-___, Certifying Categorical Exemption for St. Rose of Lima Station/7th & K Station Closure and Demolition.

FISCAL IMPACT

None from this action.

DISCUSSION

On February 22, 2016, the RT Board directed the General Manager/CEO to take all necessary steps to close and demolish the 7th & K light rail station, including a California Environmental Quality Act (CEQA) analysis. As discussed in detail at the September 28, 2015, January 25, 2016, and February 22, 2016 Board meetings, the current 7th & K station boarding platform will present significant operational challenges resulting from increased development and pedestrian activity around 7th & K Streets related to the Golden 1 center development in the area. The primary design issues creating conflict with this station location are the curvature of the light rail track from K Street to 7th Street, with the station situated just south of the curve on 7th Street, as well as historic building frontage that is directly adjacent to the station platform.

Best practices pertaining to light rail station spacing recommend that stations in the urban core be approximately three blocks apart, and that the cumulative effect that additional stations have on travel time should be considered. RT has adopted station spacing guidelines consistent with this best practice. St. Rose of Lima Park (7th & K) and 7th & Capitol stations are about 1 ½ blocks apart, or 435 feet from mini-high platform to mini-high platform and closer together than recommended. Additional activity planned for the area surrounding 7th & K station, where pedestrians may or may not be RT passengers, combined with the disadvantages of the existing station design, will create significant operational issues and potential public safety issues. With consideration of the safety and operational issues and the benefit of the reduction in travel time through the downtown, staff is recommending closure of the St. Rose of Lima Park (7th & K) light rail station in Fall 2016.

Approved:

Presented:

Final 08/17/16

General Manager/CEO

Director, Project Management

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In support of the closure and demolition, a Project Evaluation was prepared pursuant to CEQA, resulting in a determination that the project is consistent with a Class 1 Categorical Exemption under the Guidelines of the State Secretary for Resources, (Title 14, California Code of Regulations, Section 15301). A Notice of Exemption (Exhibit A) was prepared and submitted to the State Clearinghouse. The Project Evaluation is attached as Attachment A to Exhibit A.

Based on the Project Evaluation, staff recommends the Board adopt the Categorical Exemption.

RESOLUTION NO. 16-08-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

August 22, 2016

CERTIFYING THE NOTICE OF EXEMPTION FOR THE ST. ROSE OF LIMA/7TH & K STATION CLOSURE AND DEMOLITION.

WHEREAS, a Project Evaluation was prepared by and for the Sacramento Regional Transit District (RT) for the proposed St. Rose Of Lima/7th & K Station Closure And Demolition (the Project) under the Guidelines of the State Secretary for Resources, (Title 14, California Code of Regulations, Section 15301); and

WHEREAS, the Project Evaluation determined that the Project is consistent with a Class 1 Categorical Exemption.

THEREFORE, BE IT RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

- A. THAT, a Notice of Exemption has been prepared pursuant to California Environmental Quality act (CEQA);
- B. THAT, the Project is Categorically Exempt consistent with state and RT guidelines implementing CEQA;
- C. THAT, the project would not trigger any exceptions to the application of a Categorical Exemption and would not have unusual circumstances that may result in a significant impact on the environment;
- D. THAT, the Board certifies the Categorical Exemption has been completed and is in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA;
- E. THAT, the Board has reviewed and considered the Categorical Exemption;
- F. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed Project;
- G. THAT, the Board has reviewed and considered the Categorical Exemption, which reflects the Board's independent judgment;
- H. THAT, based on the evidence presented and the records and files herein, the Board determines that the Project will not have a significant effect on the environment;

RESOLVED FURTHER THAT, the Board approves and adopts a Categorical Exemption for the St. Rose of Lima/7th & K Station Closure and Removal; and

RESOLVED FURTHER THAT, the Board approves the Project and directs staff to file a Notice of Exemption within five working days of this approval; and

RESOLVED FURTHER THAT, the Board designates the Director, Project Management, or his/her designee, located at 1400 29th Street, Sacramento, CA 95812, as the custodian of the records in this matter.

JAY SCHENIRER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A

7th and K Light Rail Station Closure and Removal

Notice of Exemption

Attachment A: Project Evaluation for Exemption

1. Introduction

This document provides a description of the Sacramento Regional Transit District (RT), proposed 7th and K Light Rail Station Closure and Removal Project (project), and evaluates the applicability of a Categorical Exemption (CE) to the project, in accordance with the California Environmental Quality Act (CEQA). The project would result in the closure and removal of an existing light rail station in Downtown Sacramento, located on the east side of 7th Street, south of K Street.

Project Description

The proposed project includes closure and removal of an existing light rail station on the east side of 7th Street south of K Street and extending onto K Street just east of 7th Street. Existing structures to be removed include the mini-high platform (and associated appurtenant components), security cameras, fare vending equipment, platform pole lights, station furniture, station signage, and digital message sign and pole. The platform pole lights will be replaced by pedestrian-scale street lights per City standards; the security cameras may be replaced by new security cameras as needed. Trees will be planted at the existing vacant tree wells and at the mini-high platform location. In addition, the existing tree at the northeast corner of 7th and L Streets, outside of the station platform area, is diseased and may be removed and replaced as requested by the City of Sacramento arborist (D. Goosen, personal communication, April 29, 2016). Existing irrigation will remain (and may be extended to 7th & L Streets). Electrical conduit will be abandoned in-place and not removed, except where it is in conflict with the new tree planters.

All construction and demolition activities would occur within the bounds previous disturbance, and would not extend beyond a depth of 36 inches, except for new street light foundation, which may extend to a depth of 5 feet or more. In addition, the project would not alter the adjacent roadway, curb and gutter, or existing detectable warning tiles. Upon completion, the project site would be used solely for pedestrian facilities, with lighting that conforms to City standards.

The existing 7th and Capitol light rail station is located approximately half a block south of the proposed project site, and serves the same light rail routes as the project site. It is anticipated that closure of the 7th and K Street light rail station would not affect ridership due to the close proximity of other existing stations.

Applicability of a Categorical Exemption

As the lead agency under CEQA, RT is responsible for conducting the appropriate environmental review process and documentation, for coordination with responsible and trustee agencies, and for obtaining regulatory approvals and the appropriate permits.

In reference to 14 California Code of Regulations §15061(b)(3), "CEQA applies only to projects which have the potential for causing a significant effect on the environment." [1] The Secretary of the State Resources Agency has designated classes of projects that the Secretary has found do not have a significant effect on the environment. The designated classes of projects are fully exempt from CEQA and are referred to as Categorical Exemptions. According to 14 California Code of Regulations §15301, a Class 1 Categorical Exemption applies to projects characterized as existing facilities.

As CEQA lead agency, RT reviewed the project for consistency with Categorical Exemption Class 1, and unusual circumstances. RT, in its review process, reasoned that no known environmental resources are expected to be adversely impacted within the project area. Therefore, RT has determined the appropriate document for the project will be a CE, pursuant to 14 California Code of Regulations §15301.

2. Justification for a Categorical Exemption

According to 14 California Code of Regulations §15061(b)(3), “CEQA applies only to projects which have the potential for causing a significant effect on the environment.”[1] The Secretary of the State Resources Agency has designated classes of projects that the Secretary has found do not have a significant effect on the environment. The designated classes of projects are fully exempt from CEQA and are referred to as Categorical Exemptions.

Class 1 Categorical Exemption, Existing Facilities

According to 14 California Code of Regulations §15301, a Class 1 Categorical Exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination. The types of “existing facilities” itemized in §15301 are not intended to be all- inclusive of the types of projects which might fall within Class 1. As stated by the CEQA Guidelines, the key consideration is whether the project involves negligible or no expansion of an existing use. Multiple examples of Class 1 exemption activities are provided in the CEQA Guidelines. Examples identified in the CEQA guidelines that are pertinent to analysis of the proposed project are:

- (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).
- (f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;
- (l) Demolition and removal of individual small structures listed in this subdivision:
 - (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
 - (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
 - (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
 - (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

In addition, for a reference to the scale of facilities that may be covered by the Class 1 exemption, the CEQA Guidelines provide the following as an example of a Class 1 activity:

- (e) Additions to existing structures provided that the addition will not result in an increase of more than:
 - (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
 - (2) 10,000 square feet if:
 - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and Association of Environmental Professionals 2014 CEQA Guidelines 240
 - (B) The area in which the project is located is not environmentally sensitive.

3. Exceptions to Categorical Exemption Classes

Article 19, Categorical Exemptions, of the CEQA Guidelines provides the conditions and exceptions for applying a CE to a discretionary project. The exceptions outlined within the Article 19 describe the conditions in which a CE may not be used for a project's CEQA compliance document. The following exceptions are listed within CEQA Guidelines §15300.2, Exceptions:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following subsections contain a review for each exception from CEQA Guidelines §15300.2 in regards to the project.

Location

CEQA Guidelines §15300.2 (a) exception conditions are applied to Classes 3, 4, 5, 6, and 11. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. The project is exempt under Class 1, Existing Facilities. Therefore, the location exception does not apply to this project; the project may proceed with a CEQA CE.

Cumulative Impact

All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The project would result in closure and removal of an existing light rail station within the urban core. Best practices pertaining to light rail station spacing advises that stations within the urban core should be approximately 3 blocks apart. As stated in the project description, the existing 7th and Capitol light rail station is located approximately half a block south of the project site; the 7th and Capitol light rail station serves the same light rail routes as the project site.

RT has not identified other stations in the urban core for closure. Therefore, there would not be a succession of projects of the same type in the same place. In addition, the project's footprint, location, and type do not result in construction or operational activity that would substantially contribute to any significant cumulative impacts. Therefore, the cumulative impact exception does not apply; the project may proceed with a CEQA CE.

Significant Effect due to Unusual Circumstances

A public agency may not use a CE for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The court decision for *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal. 4th 1086 provides the following one of two alternative approaches for determining if the unusual circumstances exception may apply to a particular project.

1. The project has some feature that distinguishes it from others in the exempt class, such as its size or location (conditions in the project vicinity may be relevant); and
2. Due to that unusual circumstance, there is a "reasonable possibility [fair argument] of a significant effect".

The first step in reviewing this exception is to determine if there are unusual circumstances as a result of the project design or size, or in the surrounding environment. The second step is to identify if there would be a significant effect due to an identified unusual circumstance. The analysis of Unusual Circumstances is contained in Section 4 of this document. As detailed in Section 4, there are no unusual circumstances as a result of project design, size, or location that could result in a significant environmental effect. Therefore, the significant effect due to unusual circumstances exception does not apply; the agency may proceed with the project under a CEQA CE.

Hazardous Waste Sites

A public agency may not use a CE for a project located on a site that is included on any list compiled pursuant to Government Code Section 65962.5. Preliminary information on potential hazardous waste materials contamination was obtained using the State Water Resources Control Board GeoTracker website. The project site is not included on a list of hazardous waste sites. The database search identified a number of recorded instances of hazardous materials use, contamination, or cleanup within 0.5 mile of the project site. The majority of recorded instances within 0.5 mile of the project site were closed cases. The nearest location of an open case is the Sacramento County Jail Leaking Underground Storage Tank (LUST) cleanup site, located approximately 0.2 mile north of the project site. The Railyards (Former Downtown Sacramento Union Pacific Railyards) Cleanup Program Site is located adjacent to the Sacramento County Jail LUST site.

Therefore, the hazardous waste sites exception does not apply; the agency may proceed with the project under a CEQA CE.

Historical Resources

A public agency may not use a CE for a project that may cause a substantial adverse change in the significance of a historical resource. The City of Sacramento 2035 General Plan and associated Environmental Impact Report (EIR) were reviewed to identify known historic resources in the vicinity of the project area. The City of Sacramento adopted the 2035 General Plan and certified the associated Master EIR on March 3, 2015. The General Plan Background Report and certified Master EIR contain detailed environmental conditions descriptions, identification of resources (such as cultural and historic resources), and environmental constraints. Therefore, these documents provide comprehensive and current environmental information that may be used to assess potential environmental impacts of the proposed project. The project site is located in the Central Business District, and is adjacent to, but not within, the Merchant Street Historic District. The Merchant Street Historic District is on the Sacramento Register, but not the National Register. The nearest California State Landmark is Site No. 654, the site of the first Jewish Synagogue owned by a congregation on the Pacific Coast. The landmark is south of the project – a marker located in the sidewalk on 7th Street between Capitol Mall and L Street. The nearest California State Historic Resource, the Ochsner Building/Sun Building, is located more than 150 feet northeast of the project site.

The project site is not located within a historic district. The project site contains an existing light rail station and associated structures. The project proposes to remove those structures and return the site to exclusive use for pedestrian facilities, with improved landscaping, similar to what existed prior to when the station was built starting in 2009. The project would not directly affect any known historic or cultural resources. In addition, the project would not reduce or adversely affect views of historic resources in the project vicinity. Therefore, the project, as proposed would not result in a substantial adverse change to a historical resources. The historical resources exception does not apply; the agency may proceed with the project under a CEQA CE.

4. Unusual Circumstances Evaluation

The following subsections contain a review of each environmental impact category from CEQA Guidelines Appendix G in regards to the project. Specifically, the subsections review the project's

features, size, and surrounding environment for unusual circumstances that could result in a significant impact, per CEQA Guidelines §15300.2(c) and *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal. 4th 1086.

I. Aesthetics

No Unusual Circumstances

The project is located within an existing urban core area and along existing light rail, road, and pedestrian facilities. The site is surrounded by existing commercial development, roadways, and other urban uses. The nearest scenic vista, the Sacramento River, is located approximately 0.5 mile from the project boundary and is not visible from the project site. In addition, the project site is not visible from the Sacramento River. There are no designated state scenic highways in the vicinity of the project. The project would improve the visual character of the site by removing the existing light rail station structures, installing new tree wells, and improving the landscaping with new street trees. The project would also improve the visual character of the site by improved pedestrian facilities and pedestrian lighting. Nighttime lighting would occur, but at a similar level to lighting in the area either existing or planned by the City.

II. Agriculture and Forestry Resources

No Unusual Circumstances

The project area is urban and disturbed. There are no agricultural and forestry resources to impact.

III. Air Quality

No Unusual Circumstances

Construction activity for the project would be substantially similar to that conducted for other light rail stations along the existing transportation corridor. In addition, the anticipated construction activity for the project was compared to the Sacramento Metropolitan Air Quality Management District's (AQMD's) screening guidance for CEQA air quality impact analysis. The AQMD has developed screening guidance to assist a project proponent or lead agency in determining if construction and operational emissions from a project in Sacramento County would exceed the AQMD's significance thresholds. Anticipated construction activities of a project that do not exceed the screening level and meet all the screening parameters will be considered to have a less-than-significant impact on air quality. The project's construction activity would not exceed the AQMD's screening guidance; therefore, project construction and operation would emit less-than-significant levels of air pollutants. Surrounding land uses are primarily commercial and roadways; the nearest location of sensitive receptors is more than approximately 100 feet to the north of the project site; there are no unusual circumstances related to impacts to sensitive receptors.

IV. Biological Resources

No Unusual Circumstances

The project area is urban and disturbed. There are no critical habitats within the project area. The project site, design, or location do not present unusual circumstances related to biological resources impacts.

V. Cultural Resources

No Unusual Circumstances

As identified in Section 3, the project site is adjacent to, but not within, the Merchant Street Historic District. The Merchant Street Historic District is on the Sacramento Register, but not the National Register. The nearest California State Landmark is Site No. 654, the site of the first Jewish Synagogue owned by a congregation on the Pacific Coast. The landmark is south of the project – a marker located in the sidewalk on 7th Street, between Capitol Mall and L Street. The nearest California State Historic Resource, the Ochsner Building/Sun Building, is located more than 150 feet northeast of the project site.

The project site is not located within a historic district. The project site contains an existing light rail station and associated structures. The project would remove those structures and return the site to exclusive pedestrian use, with improved landscaping. The project would not directly affect any known historic or cultural resources. In addition, the project would not reduce or adversely affect views of historic resources in the project vicinity. Therefore, the project would not result in unusual circumstances or a significant effect on historic resources.

The project would be consistent with existing land use and not result in excavation activity outside the bounds of prior disturbance (estimated at 36 inches below surface level). There are no known archeological resources, paleontological resources, or human remains at the project site. Therefore, the project would not have unusual circumstances related to archeological or paleontological resources. The project would not have unusual circumstances related to impacts to human remains.

VI. Geology and Soils

No Unusual Circumstances

Project area is not on or near a known fault. An earthquake occurring at the nearest fault could result in shaking at the project area, but the project would not result in habitable structures or increase in population. The project would not result in long-term erosion. The project area is flat, not susceptible to landslides, lateral spreading, subsidence, liquefaction, or collapse. The project would not include the installation or use of septic tanks or alternative wastewater disposal systems.

VII. Greenhouse Gas Emissions

No Unusual Circumstances

Construction activity for the project would be substantially similar to that conducted for other light rail stations and pedestrian facility improvements in the project area.

Construction of the new facility and ancillary improvements would be limited in scope and duration. Removal of the light rail station would, ostensibly, not change transit ridership

due to close proximity to other existing light rail stations. The project would not result in a new or substantial source of greenhouse gas pollutants.

VIII. Hazards and Hazardous Materials

No Unusual Circumstances

The project would not include routine transport, use, or disposal of hazardous materials, nor would it emit hazardous emissions. Project construction would utilize hazardous substances (diesel); however, construction activities would not generate significant risk of release with basic/routine equipment maintenance. The project area would be located more than 0.20 miles from the nearest recorded instance of hazardous material use, contamination or cleanup. The project site would be more than 2 miles from any public or private-use airport. There are no unusual circumstances resulting from the project's design features, size, or location.

IX. Hydrology and Water Quality

No Unusual Circumstances

Project construction would not require a Storm Water Pollution Prevention Plan (SWPPP) or permit as the area affected is less than one acre. However, the project would require the contractor to prepare a Water Pollution Control Plan (WPCP) and comply with stormwater pollution prevention "best practices". The project would reduce impervious surfaces by installing a new tree well; therefore, impacts to groundwater would be minimal as there would be a minor reduction in runoff. Runoff from the project site would not result in flooding on- or off-site, and the project would not exceed the capacity of existing or planning stormwater drainage systems in the project's vicinity. The project would not alter the course of a stream or river. The project area is located outside of the 100-year floodplain and the Sacramento River Flood Zones, as well as any hazard zones for seiche, tsunami, or mudflow.

X. Land Use Planning

No Unusual Circumstances

The project would be consistent with General Plan designation, zoning, and current land use. The project site is located on an existing transportation corridor adjacent to roadways and commercial land uses. Therefore, the project would not have unusual circumstances related to dividing an established community or land use planning consistency. In addition, the project area is urban and disturbed, and outside of the Natomas Basin Habitat Conservation Plan Area.

XI. Mineral Resources

No Unusual Circumstances

The project area is urban and disturbed; the site is not identified as being within a mineral resource area.

XII. Noise

No Unusual Circumstances

The project site is located on an existing transportation corridor adjacent to roadways and commercial land uses. The project would generate noise during construction; however,

noise generation would be substantially similar to that generated by construction activities at other light rail stations. In addition, the project's construction activities would be less than that for other construction projects in the area. Construction activities would be limited to removal of existing light rail structures, as identified in the project description, installation of new pedestrian lighting, and installation of a new tree well.

Ambient noise in the vicinity of the project area is dominated by existing light rail traffic, existing vehicular traffic along 7th Street, and current construction activities for multiple building construction and rehabilitation projects in the vicinity. In addition, the distance between the project site and sensitive receptors is substantially similar to the distance between other existing light rail stations along the transportation corridor and their adjacent receptors. Therefore, there are no unusual circumstances related to construction noise or operational noise. There are no unusual circumstances that could result in a significant impact related to project construction-generated vibration.

XIII. Population and Housing

No Unusual Circumstances

The project would not result in new housing or businesses, nor new roads or other growth-inducing infrastructure. The project area currently supports transportation land uses. The project would not change surrounding land uses.

XIV. Public Services

No Unusual Circumstances

The project would not result in a substantial increase in fire or police protection needs, nor would it affect emergency access. The project would include short-term and temporary construction activities that may affect other public facilities for the duration of constructing activities; however, there are no unusual circumstances concerning the project's construction activity, project size, or location that could result in significant impact. The project would not result in an increase in population; therefore, the project would not affect school or park capacities. The project would not result in an adverse physical impact for other public facilities.

XV. Recreation

No Unusual Circumstances

The project would not result in an increase in population; therefore, the project would not affect existing recreational facilities. The project would not include or require construction or expansion of local recreational facilities

XVI. Transportation/Traffic

No Unusual Circumstances

The project would provide improved pedestrian facilities along the project site. Although the project would result in the closure of an existing light rail station, it is anticipated that the ridership will not be affected due to the close proximity of other light rail stations. The 7th and Capitol light rail station is located approximately half a block south of the project site and serves the same light rail routes. In addition, RT identified the proposed project to

alleviate existing impacts to vehicular and pedestrian traffic flow that result from the existing light rail station design. The primary design issue is the curvature of the light rail track from K Street to 7th Street, with the existing station situated inside and to the south of the curve onto 7th Street. The light rail station facilities, mini-high platform, and utility equipment narrow the existing walkway especially between the track curve and the adjacent building at the southeast corner of 7th & K Streets; the concern is that with growth in the vicinity, pedestrian activity around the project site will increase, further congesting pedestrian flow through the project site.

The project would include short-term and temporary construction activities that may result in minor alterations to traffic flow for the duration of construction activities; however, there are no unusual circumstances concerning the project's construction activity, project size, or location that could result in significant impact. The project would not increase traffic along local roadways or reduce Level of Service of adjacent roadways. Nor would it alter or hinder emergency access of adjacent roads or parking lots. The project would not alter air traffic patterns or levels.

XVII. Utilities and Service Systems

No Unusual Circumstances

The project would not result in wastewater requiring treatment. The project would require nominal amounts of water for irrigation purposes on site and result in minimal decrease in impervious surfaces. The project would not affect or increase the amount of trash collected on site and would comply with applicable statutes and regulations related to solid waste. The utilities and service systems would not be adversely affected by implementation of the project.

5. Determination

It is the determination of RT that the project conforms to the description of Class 1 project under 14 California Code of Regulations §15301 because the project is demolition of an existing facility.

The project would not trigger any exceptions to the application of a Categorical Exemption, as detailed in Section 3. The project would not have unusual circumstances that may result in a significant impact on the environment, as detailed in Section 4. Therefore, the project is categorically exempt under CEQA Guidelines §15301.